



THE NATIONAL

Falcon NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

DECEMBER 2022

2022 NATIONAL MEET ISSUE



ON THE COVER

The cover photo was taken downtown Kingsport, Tennessee as the Falons filled a parking lot for a local parade. A few Falcons were chosen to be in the parade and the locals were thrilled to see us cruise by in our cars.

This month is our 2022 National Meet Issue and we're changing things up a bit. Rather than fill the magazine with small photos, we are offering those photos in the form of slideshows on our website. The content is the same as what would be in the magazine but in a more user-friendly format. Let us hear from you if you like this. We welcome all your ideas and suggestions, and of course, your articles and photos. We would especially love to see technical articles and articles with photos about any of your winter projects you might be working on.

Next month, we will have a printed issue and arriving along with it will be your new Falcon News 2023 Calendar.

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IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, your own personal password.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

I hope you had a great Thanksgiving holiday and were able to enjoy family and friends. I see that many of you were involved in Turkey Runs and car shows and otherwise enjoying your Falcons and Rancheros. Still others are busy working on your rides getting them ready for 2023.

Speaking of 2023, planning is well underway for the National Convention and Meet in Kansas City (Overland Park, Kansas) July 13-15. Not too early to make your hotel reservations and register your car. Information is available in this issue and online. Also coming up April 14 and 15, 2023 is the Le Bon Temps Regional in Prairieville, Louisiana hosted by Le Bon Temps Chapter

After many years of service in various positions, our Chapters Coordinator, Mary Wagner is stepping down. We are looking for someone to step up and fill this important position. If you would like to know more about this position, please contact Mary or me for information. Thank you Mary for all you do.

The new website is still being adjusted in a few areas so please let us know if you are having problems. We are aware of some issues with online registration and it is being addressed.

Finally, I hope you have a wonderful holiday season, filled with family and friends. Weather permitting keep those Falcons and Rancheros out there participating in the hobby and acting as ambassadors for the FCA. Stay safe and healthy and bring a youngster along for the ride.

Merry Christmas and Happy New Year,

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KRUISIN' TO... AND FROM... KINGSPORT

STORY AND PHOTOS BY DAVID AND LINDALU BARBER



With memories of an outstanding Falcon Nationals 2022 at Meadowview Resort and Convention Center freshly impressed upon our memory, we left Kingsport, Tennessee on Sunday morning, July 17 and headed northeast. It was an absolutely perfect day for Kruisin' FROM Kingsport as we took US 11 W to Bristol, TN and then, just by crossing the street, Bristol, Virginia.

Picking up US 19 around Abingdon, Virginia, we continued our two-lane adventure surrounded by some beautiful mountain ranges—Clinch, Blue Ridge, and Allegheny—through probably the prettiest scenery of our entire trip. Through Tazewell, Virginia and Union, West Virginia, enroute to Lewisburg, West Virginia, we stopped at a covered bridge between those



two towns, and then at Kittles Hardware & Supply (since 1955) in 'downtown' Union. The fully restored '52 Chevy pickup sitting out front helped draw our attention to Kittles!

After a restful night in Lewisburg, breakfast, and an obligatory stop at 'Brick House Antiques', we headed east on US 60 toward White Sulphur Springs to stop at the store opened by Barnwood Builders, a favorite DIY television show of ours. More of a tourist attraction with souvenirs than any craftsman type items, but, yet another item off our bucket list. As a surprise on our way out of town, we passed by the 'Bone Yard', where the Barnwood Builders crew stores the old logs and





timbers they take out of the old barns and log cabins that they disassemble, most of which are reassembled at another location. Continuing northeast on West Virginia 92 was even more two-lane easy cruising and gorgeous mountain scenery than you can imagine.

Intending to spend the night in the area of Cumberland, Maryland, we stopped at a local eatery and during the course of the meal we asked the waitress if there were any areas of town that we should "avoid" staying overnight?

Without any hesitation or change of expression, she calmly stated, "All of them!" She went on to explain her response and even offered to let us "Stay at her place."(??) We thanked her but kindly declined her invitation and drove on to Bedford, Pennsylvania for the evening.

From Bedford we headed east on US 30 toward Gettysburg, made the loop through the battle-ground, and then headed on toward Lancaster. Picking up US 222 we drove on into Reading, where we spent three nights with some old friends, Ken and Barbara, who have lived there for several years. I couldn't resist the opportunity to get a picture of our Falcon in front of their castle-like home. Another couple whom we have known for many years who live in Richmond now, were returning home from a trip to New Hampshire and came by while we were there. All six of us enjoyed celebrating Barbara's birthday on Thursday night.



Ken and Barbara have ridden motorcycles in that area for years, so they are "fellow two-lane" travelers, as we are. Armed with maps, and Ken's suggested routes, we again pointed our Falcon in a northeasterly direction and hit the road Friday morning. The trip from Reading, Pennsylvania to Port Jervis, New York again provided



some great scenery as we experienced portions of the Pocono and Catskill Mountains. US 209 and US 9 carried us into Albany for the evening and we got to see the majestic buildings that make up the State of New York's Capitol.

After breakfast the following morning at The Skyline Diner just across the river from Albany, we headed across Vermont via NY Hwy 4 and US 7, to Rutland, crossing through the Green Mountains. MORE beautiful mountain scenery!! Keeping on the same route we crossed the border into New Hampshire where we experienced the White Mountains, and then enjoyed a scenic view of another kind when we arrived in Meredith, which

is a resort area on Lake Winnepesaukee. Continuing east on NH 25, that highway becomes ME 25 as you cross over into Maine. As you can see below, there are some picture-perfect lakes in Maine. Being in Maine "required" us to stop and enjoy some 'really fresh' lobster at the Bay Haven Restaurant in Cornish, before driving on into the Portland area for the night. Of course, being that close to Freeport, we took the opportunity to visit the L.L. Bean stores on Sunday AM (they are closed only for Christmas!) and below is an example of one of their advertising methods!



Having now been on the road for 13 days, and at the northern most point of our trip, the Falcon pointed its beak in a southerly direction, and we headed out of Maine. But before leaving the area, we encountered "Betty" in Yarmouth, a 1930 Ford Model A. We exchanged smiles and hand waves as they took the right fork in the road, and we took the left!

Needless to say, the scenery changed between what we had seen the past three days as we passed through Rhode Island and Connecticut. More urban terrain and less alternate routes to take, so we saw more skylines and Interstate





highways than previously. One thing that is very different in the Northeast as opposed to the Southeast is that in the Northeast you can't even SEE what is at the next exit off the Interstate. In the Southeast part of the country, you

can see what is at the next exit as you approach it, so that lack of visibility is very disconcerting to someone used to more. On occasion we would take an exit since there was some 'hint' of a gas station in the area, only to get to the end of the off ramp and still not be able to see any businesses in either direction, so we just guess whether to turn left or right.

Now having made "The New England Loop", we found a route AROUND New York City and Newark, New Jersey, and then found a path of least resistance AROUND Philly, en route to our next destination of Delaware. Delaware is an interesting state in that you can't 'just happen to drive through it'. It takes some planning to get in and out of there. In our effort to drive the Falcon through as many of the lower 48 States as possible, this was a great opportunity to cover Delaware, so we took a circuitous route through King of



Prussia and Media, Pennsylvania through Claymont, Delaware, and into Wilmington for the night. Another lesson I got in 'geography' was that the peninsula that Delaware occupies is not just Delaware! AND, my initial impression that I would have to leave Delaware the same way I got in was not correct. Delaware shares that peninsula with Maryland and Virginia, and to avoid backtracking out of Delaware, one can take DE 1 and/or US 13 South straight out of the state, across that eastern most portion of Maryland, and then across the eastern most portion of Virginia to the Chesapeake Bay Bridge-Tunnel and drive right into Norfolk.

The Bridge-Tunnel is a 17.6-mile-long engineering wonder, being a 'bridge' for most of the trip across the southern most point of the Chesapeake Bay but including TWO different segments that drop below the water and become a tunnel. We had survived a flash flood in Rehoboth Beach, Delaware earlier in the day, and then crossed the Bridge-Tunnel in a driving rainstorm, so it was really a relief of sorts when we would come to a tunnel portion of US 13.

After a night in Chesapeake, Virginia we headed southwest, continuing on US 13 through some beautiful farmland, crossing into North Carolina around Reynolds, and then on to Tarheel (how appropriate) seeing tobacco fields as we went on through Wilson, and then into Selma,



North Carolina where Lindalu, true to her nature, happened across Track-side Antiques! Why am I not surprised? After a little R&R at Track-side, we continued into



Fayetteville, where we spent the night, feeling secure as we were in the shadow of the 82nd Airborne Division there at Fort Bragg!

Heading southeast from Fayetteville the next morning, US 401 provides a great alternative to 1-95 (wouldn't anything?) through Laurinburg, North Carolina so we took that route down to Florence, South Carolina. After lunch in Florence, and seeing what might qualify as the "National Center for Lost Hubcaps" (?), we drove on through Columbia with a stop at another antique shop and then on to Aiken, South Carolina for the evening. We really enjoyed learning more about the history of that area. Again, one of those towns that we had blown by before on 1-20 but that has a lot to offer if you take the time to visit.

Biting the bullet, and jumping on 1-20 the next morning, we were headed due west now and ready to get home. However, the small obstacle in our path—Atlanta—required that I spent some time the night before finding a way 'around' it, as I had done in NYC, Newark and Philly. While most people tend to look north for such a



route, I decided to look south this trip. I found what I thought was a reasonable alternative from Conyers around to Douglasville, which eventually took me almost two hours, so... if any of you have any ideas please share!!

That morning was ENOUGH interstate, so when we left Douglasville, Georgia on US 78 East, we stayed on it all the way to Pell City, Alabama, where we hit US 231 North and then some State and County roads that took the Falcon back to her home nest!!

Again, we had enjoyed a great Nationals event; added 15 states to our checklist; drove 3,458 miles door-to-door; and saw an abundance of God's magnificent creation! Looking forward to seeing all of you again in Overland Park, Kansas in 2023.

KEEP 'EM FLYING!!!

—David and Lindalu Barber (FCA # 15608)
Trussville, Alabama

BLAST FROM THE PAST



Check out this old photo of Walker's Restaurant, pictured with a First Generation Falcon sitting out front!

Walker's was a very popular place in the '50s-'80s, and the Falcon appears to be the latest model vehicle in this photo.

—David & Lindalu Barber

THE 1970½ FORD FALCON 429 COBRA JET



The 1970s brought us The Bee Gees, Eagles, ABBA, Pink Floyd, Electric Light Orchestra, Queen, The Ramones, and David Bowie. When you went to the theater, you might have seen classic movies like Star Wars, Jaws, The Sting, Superman, One Flew Over The Cuckoo's Nest, or the original Rocky. Songs like YMCA, Sweet Home Alabama, Margaritaville, Hotel California—who hasn't sung along with at least one of these '70s songs?

Muscle cars of the '70s became iconic classics. One of these outstanding classic muscle cars was the 1970 Ford Falcon 429 Cobra Jet. Economy was the name of the game, as Ford announced, "Ford's all-new edition of America's all-time economy champ." The introduction of this model marked the

beginning of the end of the American Ford Falcon. Ford would soon replace the line with the Maverick line of cars.

The dates of January 1970 are the last production dates for the Falcon, but for the next six months, the Falcon 1970½ was still available. The Falcon 1970½ was the only Ford car available in only a two-door sedan design, with no offerings of a coupe or soft top. in the Ford lineup. This was the same year of Ford's swapped compact cars with mid-size offerings. Because the 1970½ Cobra Jet was only in production for six months, only 42 examples housed the Super Cobra V8 engine making this Ford a rarity among iconic muscles.

Although the Falcon would not continue for 1971, it did manage to live on in other markets in other incarnations—Australia had their own version, made famous in the Mad Max movie series, and Argentina continued to built an updated version based on the U.S. version from 1960–63.

Seven engines were made available in all of the Falcon line-up, but the engine in the 1970½ Ford Falcon 429 Cobra Jet was by far the most impressive. Under the hood of the 1970½ Ford Falcon 429 Cobra Jet was a V8 7.0-liter engine that was a much more developed and upgraded version of the regular 429 engine. The 429 engines didn't have a long life. After the regular 429 engine was produced in 1968, the latter versions in the form of the 429 Cobra Jet and Super Cobra Jet were introduced in 1970 and 1971. Most of the 429 engines were in production for less than one year. The cast iron engine included an overhead valve system and plenty of power. The Ford Falcon 1970½ 429 Cobra Jet could produce 370 hp and 450 lb-ft of torque. Not only did the Ford Falcon 1970½ Cobra Jet have a fairly impressive power output, but it could reach 0 to 60 mph in a decent 6.1 seconds while topping out at 133 mph.



hotcars.com photo



hotcars.com photo



Barrett-Jackson photo

The simplistic design of the Ford Falcon 1970½ 429 Cobra Jet made it highly popular with drag racers. The car came with an optional drag pack and a Detroit locker rear differential. Connected to the Cobra Jet's mighty V8 engine was a four-speed manual transmission that allowed smooth transitions. Besides performance, the Cobra Jet offered power front brake discs, vinyl seats, an AM radio, and Magnum 500 wheels.

The 429 Cobra Jet came equipped with oil coolers, solid lifters, and Ford's most robust and sturdy equipment and components that were available back in 1970. It was because of the 429 Cobra Jets' solid and extremely strong exterior body and underside that led many of the 429 Cobra Jets to become race cars.

Only available as a two-door "post" sedan, the Falcon has a B-pillar behind the driver's door glass, while the Torino and Fairlane have a more extensive body offering. The red car pictured below was built in Ford's Atlanta, Georgia plant. It originally sold for \$3,840.

This car has a four-speed manual transmission, with optional Drag Pack and a Detroit Locker rear differential with 4.30 gears. It was drag-raced for the first few years of its life, then sat in climate-controlled storage for the nearly 40 years. The current vehicle has options such as power front disc brakes, vinyl seats, AM Radio, seat belts and Magnum 500 wheels wrapped in the original bias-ply tires. The Falcon had just over 6,018 actual miles when it sold for \$77,000 at the Barrett Jackson 2021 Las Vegas auction.

The 429 Cobra Jet's interior may have seemed simple and dull, but top tier versions included impressive vinyl and stitching, with either OEM rubber floor mats or carpet, as well as a radio. It was quite luxurious for a 1970s automobile. It was this car that acted as Ford's supporting pillar and inspired many generations of Ford to come.

If you're looking for a different kind of muscle car, one that puts substance above form, you need to look at one of these rare birds to put in your garage.



UPCOMING EVENTS

April 15, 2023

Le Bon Temps Regional
Prairieville, Louisiana
Hosted by Le Bon Temps Chapter

July 13–15, 2023

2023 National Meet
Overland Park, Kansas
Register online at falconclub.com

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.



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AFTER THE FALCON: FORD MAVERICK

When “Ford Maverick” is said today, most likely a small truck will come to mind for most. This is because Ford has recently unveiled its smallest truck with that revived name. But where did that name come from? It certainly was not a truck. The original Ford Maverick was a compact car that ran from the 1970 model year to the 1977 model year. The only similarities between the new and old Ford Maverick is that they can both be considered “compact.”

For those of us who lived in the 1970s, the Ford Maverick is definitely a car and the vehicle that replaced the Falcon line. It originally was introduced as a two-door sedan employing a rear-wheel drive platform original to the 1960 Falcon — and subsequently as a four-door sedan on the same platform. For many of us Falcon lovers, it is the car that we ask, “What was Ford thinking? They stopped making the Falcon to make this car?” (*Editorial opinion*)

Introduced on April 19, 1969—five years to the day after the wildly successful launch of the 1965 Mustang—the 1970 Ford Maverick was designed in part to recapture some of the Mustang’s marketing magic, as orchestrated by Ford guru Lee Iacocca. The Maverick was offered at a very competitive price point of \$1,995.

Ford’s Falcon line had seen its sales decimated by the introduction of the Mustang in 1964. A bigger Falcon was re-branded with



1972 Maverick

*Introduced on
April 17, 1969, the
1970 Ford Maverick
was marketed as
“The Simple Machine.”*

a new look in the second half of the 1966 model year, and despite a redesign in 1966, was unable to meet the then forthcoming U.S. National Highway Traffic Safety Administration motor-vehicle standards that would come into effect on January 1, 1970. Consequently, the Falcon was discontinued midway through the 1970 model year, and the Maverick was positioned as Ford’s compact entry,

The Maverick started as a two-door coupe for 1969 in the wake of the Ford Mustang, a compact

aimed at small imported cars like the Volkswagen Beetle and models from Datsun and Toyota that quickly captured the small car market. The style that put into the Maverick is the feature that it is still known for today. It has an unmistakable American persona that



demonstrated Ford's drive to come out on top. Even down to the small design features, the Mustang was not forgotten. The nameplate on the Maverick was made to resemble longhorn cattle

which again harks back to its American roots. It had Mustang-like styling, a Mustang-like name (every Mustang is a Maverick horse), and ended up with Mustang-like popularity. Ford sold close to 600,000 units the first year, three times the volume of Mustang sold in 1970.

The name derives from a rancher famous for his unbranded livestock whose herd appeared to belong to no one. Ford opted to use a long-horn cattle-inspired badge. The Maverick was manufactured in Claycomo, Missouri; Milpitas, California; Wayne, Michigan; Talbotville, Ontario; Oakville, Ontario; São Paulo, Brazil; and Carabobo, Venezuela

Smaller than the Falcon it replaced, the Maverick was a new direction for Ford. It moved them into a new segment—an affordable, practical compact car with some flair, serving to replace the Falcon in its role as the volume leader in the Ford range. The Falcon was in a sales slump for a variety of reasons, but mainly it wasn't moving the needle in the battle for buyer's hearts. The Maverick wasn't all that different under the skin, but its fresh look was trendier and offered a more contemporary look. It was the right size for the moment, and weighed less than the Falcon that preceded it. Initially, the Maverick sold like gangbusters, though the fact it was more a cosmetic re-imagining of an old platform would come back to bite it when the gas crunches hit, and its aging line of inline-sixes

and a low-powered V-8 option didn't cut it. But during its run, more than two million Mavericks were sold, which isn't shabby by any stretch.

Priced at only \$1,995, the Maverick offered little in the way of standard equipment. In essence, it was an updated and re-skinned Falcon. There wasn't even a glove box, and the standard engine was a 170 CID six with a three-on-the tree manual transmission. There was only one body style the first year, a two-door coupe, and the interior was trimmed with the cheapest materials available. For curb appeal the Maverick relied on its sporty styling and some trendy gimmicks. At introduction, exterior paint colors were named with puns, including "Anti-Establish Mint", "Hulla Blue", "Original Cinnamon", "Freudian Gilt", and "Thanks Vermillion"—

1974



Maverick Grabber—Orange (5W) with Black Stripes



Maverick 4-Door Sedan—Dark Yellow Green Metallic (4V)



Maverick 2-Door Sedan—Light Blue (3B)

along with more typical names including Black Jade, Champagne Gold, Gulfstream Aqua, Meadowlark Yellow, Brittany Blue, Lime Gold, Dresden Blue, Raven Black, Wimbledon White, and Candyapple Red.

The Maverick's styling featured the long hood, fastback roof, and short deck popularized by the Mustang, on a 103-inch wheelbase and featured pop-out rear side windows. The 1971 model added a four-door sedan and the floor pan was redesigned to accommodate an optional 302 CID small-block V-8.

While the Maverick was a full size larger than the popular imported cars of the day, and thus not a great fit for the category, the product campaign was still a solid success. More than 22,000 orders were taken in the first three days, and the total sales for the 1970 model year actually exceeded the Mustang's first-year volume with 578,914 cars delivered. The Maverick's figures were boosted by an exceptionally long model year that started six months early. The Maverick spawned a Mercury Comet version and continued in production through 1977.

Like the Mustang, the Maverick featured classic ponycar long hood/short deck body proportions. But while the Mustang was tailored to the youth and performance market, the Maverick was designed as a no-frills import fighter, competing head-to-head against Volkswagen, Datsun, and Toyota. Speaking directly to the import-buying crowd, Iacocca's marketing team presented the Maverick as "The Simple Machine," as in simple to purchase, maintain, and operate.

Jumping gas prices and increasing demand for smaller cars resulting from the 1973 oil crisis caused the Maverick to grow in

popularity. Maverick production continued for 1975 with the release of its intended replacement, the Granada as a more European-style luxury compact. The Granada and Maverick shared the same basic chassis.

In the first half of production for the 1970 model, two engine options were available—a 105 hp 170 cu in straight-six and a 120 hp 200 cu in straight-six. A 250 cu in straight-six was added mid-year. For the 1970 model only the 170 cu. in. (2,800 cc) straight-six had an option for a three-speed semi-automatic gearbox.

The earliest Mavericks featured two-spoke steering wheels with partial horn rings, also found on other 1969 Fords, while late 1969 production was changed to revised steering wheels with no horn rings. Also, the early models located the ignition switch in the instrument panel, while the cars built after September 1, 1969, had the ignition switches mounted on locking steering columns, as did all other 1970 Fords in compliance with a new federal safety mandate that took effect with the 1970 model year.

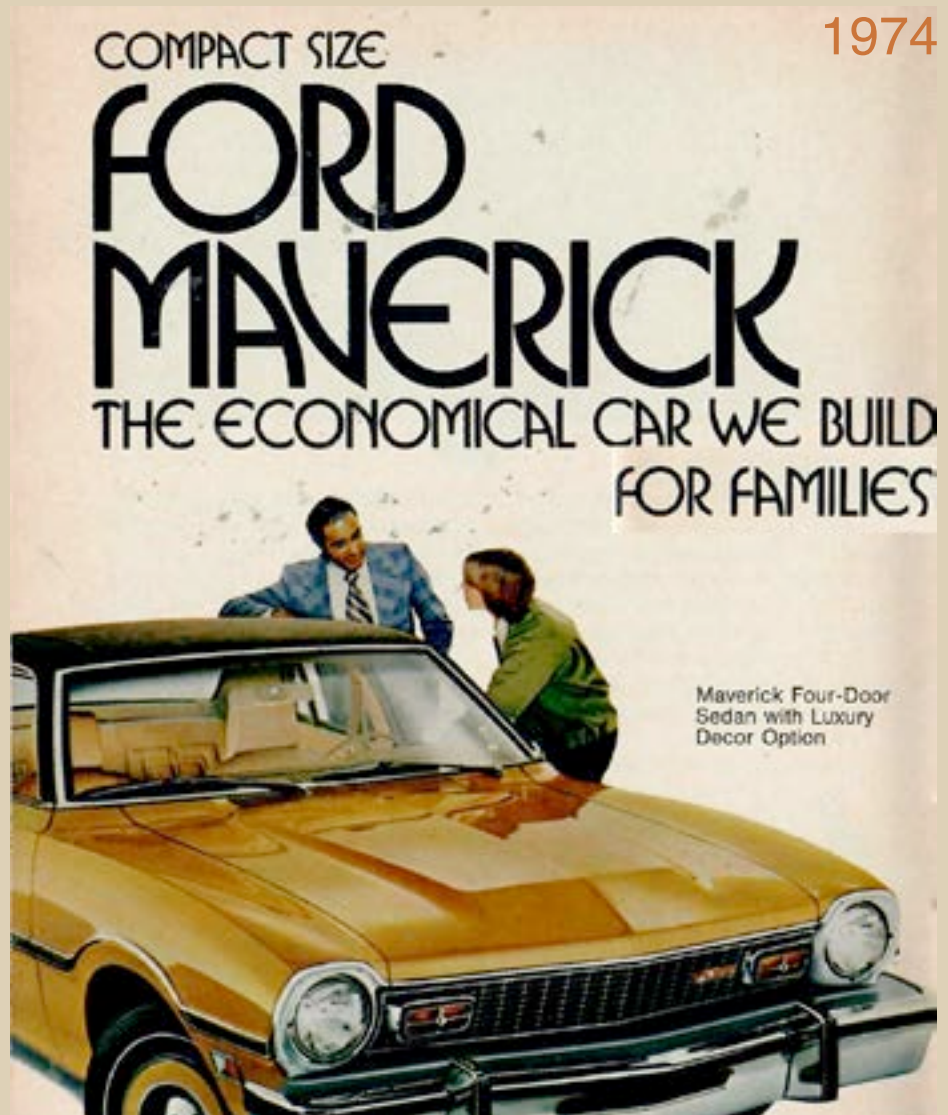
A four-door model was introduced for 1971, available with a vinyl roof. Mercury also revived the Comet as a re-badged variant of the Maverick. Also for 1971, an optional 210 hp 302 CID V8 was introduced for both the Comet and the Maverick. The Comet was distinguished from the Maverick by using a different grille, taillights, trim, and hood.

The Maverick Grabber trim package was introduced in mid-1970. In addition to larger tire fitment, the package included graphics and trim, including a spoiler. It was offered from 1970 to 1975. In 1971 and 1972, the Grabber came with a special "dual dome" hood.

A "Sprint" package offered for 1972 featured white and blue two-toned paint with red pinstripes and a special color-coordinated interior. The rear quarter panels included a stylized U.S.A. flag shield. This trim package acknowledged the 1972 Olympics and was available for only one year.

A "luxury decor option" (LDO) trim level introduced late in the 1972 model year included reclining bucket seats in a soft vinyl material, plush carpeting, wood-grained instrument panel trim, radial tires with body-color deluxe wheel covers, and a vinyl roof. The Maverick LDO option was one of the first American compacts to be marketed as a lower-priced alternative to the more expensive European luxury and touring sedans.

Minor changes were made from 1973 to 1975. For 1973, the 170 CID engine was dropped, making the 200 CID I6 the standard engine. Additionally, improved brakes and a previously optional chrome grille became standard. An AM/FM stereo, aluminum wheels, and a slightly larger front bumper to comply with federal 5 MPH regulations were also standard.



In 1974, the Maverick was unchanged except for new larger federally required 5 MPH bumpers for both front and rear, which required new rear quarter panel end caps.

The Maverick received minor changes for 1975 that included new grilles and the replacement of nameplates on the hood and trunk lid with Ford block letter nameplates.

In 1976, the Grabber was dropped, and a "Stallion" package was introduced. The Stallion option came with special paint and trim. Standard Mavericks received new grilles and gained front disc brakes as standard equipment along with new foot-operated parking brakes that replaced the old under-dash T-handle units. Sales continued to drop. In its final year, the Maverick

remained unchanged for 1977 except for a police package, which was not sufficiently upgraded for police work and sold less than 400 units. The Maverick was produced in Brazil until 1979. The Maverick's place in the North American Ford lineup was essentially taken by the 1978 Fairmont. The Maverick had no significant changes towards the end of its lifespan, since it was originally meant to be replaced in 1975 by the Granada. However, Ford decided to keep selling both lines until the 1978 model year when it introduced the new Fairmont line.

There were some Mavericks built south of the border in Mexico with Shelby parts thanks to a company called Shelby De Mexico, which also converted Mustangs and even a full-size Galaxie. These "Shelby Tribute Mavericks" were assembled with full knowledge of Carroll Shelby more so to publicize the sale of his Shelby racing engines and parts in Mexico. The Mexican Shelby Maverick was never an "official Ford offering" available to the public.

Public response gathered by newspapers and reported by dealers indicated that Maverick was right on target as a first car for young people and a second or third car for older persons. A 66-year-old practical nurse said,

"I think it is marvelous. My husband and I like the way the Maverick is designed. I like the shape of it and the looks of it." One middle-aged buyer who traded in a popular foreign import, drove home happily, saying that "at last he had space in the family's second car to pack his golf clubs."

Ford Maverick as it is still a pretty popular car with hot rodders and collectors. Today some are still attracted to the style of the Maverick and purchase them as a classic. The Maverick could be purchased new at a starting price of \$1,995. Today prices are around the low to mid \$20,000 range for ones that are well taken care of. Examples that may need some love can be found for less than \$10,000.

The 1970s era Ford Maverick demonstrated that Ford can deliver style in a compact and economical vehicle. They were successful with infusing the feeling and look of a muscle car into something smaller. Over time many features fade away, but well-executed styling will always be a feature that is appreciated for decades after. The original Ford Maverick is no exception to this.



1970

Class A	1960-63 Stock Sedan		
1st Place	Thomas Looney	Surgionsville, TN	1963 4 door
Class Winner	Beverly Engle	Jonesville, MI	1960 2 door
Class B	1964-65 Stock Sedan		
1st Place	John Kechter	Strasburg, CO	1965 4 door
Class Winner	Jack Roberts	Spring Grover, PA	1964 2 door
Class Winner	Lamar Dixon	Clarksville, TN	1964 4 door
Class C	1966-70^{1/2} Sedan		
1st Place	Barry Fischer	Butler, MO	1969 2 door
Class Winner	David Johnson	Johnson City, TN	1966 2 door
Class Winner	Mickey Jenkins	Pontotoc, MS	1968 4 door
Class D	1966-69 Stock Sport Coupe		
1st Place	Terry Critser	Spring Hillm, FL	1967 Sport Coupe
Class E	1963 Stock Hardtop		
1st Place	Virginia Nordboe	North Bend, NE	1963 Sprint
Class Winner	Roger McCarter	Caryville, TN	1963 Sprint
Class F	1964 Stock Hardtop		
1st Place	Thomas Lauppe	Middletown, DE	1964 Futura
Class Winner	Ricky Richerson	Spanish Fort, AL	1964 Sprint
Class G	1965 Stock Hardtop		
1st Place	John Kaechele	Lebanon, CT	1965 Sprint
Class Winner	Joe Nance	Kingsport, TN	1965 Futura
Class Winner	Donna Jean Walker	Coventry, RI	1965 Futura
Class H	1963 Stock Convertible		
1st Place	Patrick Duff	Indianola, IA	1963 Sprint
Class Winner	Richard Bowes	Coventry, RI	1963 Sprint
Class Winner	Dirk Rasmussen	Audubon, TX	1963 Futura
Class Winner	James Norvel	Goshaw, OH	1963 Sprint
Class Winner	George Houck	Lake Worth, FL	1963 Futura
Class Winner	Jeffrey Yates	Warren, RI	1963 Futura
Class J	1964 Stock Convertible		
1st Place	Robert Southard	Gloucester, VA	1964 Futura
Class Winner	Stanley Miknaitis	Barre, MA	1964 Futura
Class K	1965 Stock Convertible		
1st Place	David Wagner	Harrison, TN	1965 Futura
Class Winner	Ed Dapore	Kettering, OH	1965 Futura
Class L	1960-65 Stock Station Wagon		
1st Place	Joey McIntrye	Greensboro, NC	1964 Squire
Class Winner	Johnnie Cate	Corryton, TN	1964 Squire
Class Winner	Ron Brown	Ft Lupton, CO	1965 Squire
Class M	1966-70^{1/2} Stock Station Wagon		
1st Place	Chris Sword	Cabot, AR	1968 wagon

Class N	1960-63 Stock Ranchero		
1st Place	John Vannatta	Leonardtown, MD	1963 Ranchero
Class Winner	Brad Norwood	Ruther Glen, VA	1961 Ranchero
Class P	1964-66 Stock Ranchero		
1st Place	Michael Bouts	Cincinnati, OH	1966 Ranchero
Class Winner	Darin Wood	Winston Salem, NC	1965 Ranchero
Class Q	1961-67 Stock Sedan Delivery/Van		
1st Place	James Massingille	Manchester, TN	1961 Sedan Delivery
Class R	1960-70^{1/2} Daily Driven Sedan		
1st Place	Ellie Dufilho	Fredericksburg, VA	1965 4 door
Class Winner	Eddie Chitwood	Warrensburg, MO	1965 4 door
Class Winner	Jonathan Leslie	Olathe, KS	1961 2 door
Class Winner	Shirley Overstreet	Wiggins, MS	1962 2 door
Class S	1963-65 Daily Driven Hardtop		
1st Place	Bobby Chester	Dahlonega, GA	1963 Sprint
Class Winner	Jeffery Miltimore	Waukegan, IL	1963 Futura
Class Winner	Carlos Wentworth	Goodrich, MI	1963 Sprint
Class Winner	Jason Cox	Shepherdsville, KY	1963 Futura
Class Winner	Jim Wyatt	Mt Holly, NC	1965 Futura
Class Winner	Douglas Doemer	Linden, MI	1965 Sprint
Class T	1963-65 Daily Driven Convertible		
1st Place	Edward Higbee	Catlett, VA	1963 Sprint
Class Winner	David Barber	Trussville, AL	1963 Futura
Class U	1960-67 Daily Driven Utilities		
1st Place	William Poole	Midlothian, VA	1965 4 door Wagon
Class Winner	Butch Hemmenway	Groves, TX	1964 4 door Wagon
Class Winner	Blake Philpot	Parker, CO	1965 Ranchero
Class V	1960-70^{1/2} Diamond in Rough Sedan		
1st Place	Stacey Grindstaff	Knoxville, TN	1970 ^{1/2} 2 door
Class Winner	Merl Hayn	Argos, IN	1960 2 door
Class Y	1960-70^{1/2} Diamond in Rough Utilities		
1st Place	Tyler Westbrooks	Clinton, KY	1961 4 door Station Wagon
Class Winner	James Baxter	Lincolnton, NC	1965 Sedan Delivery
Class AA	1960-70^{1/2} Light Modified		
1st Place	Brian Michaelis	Omaha, NE	1964 2 door
Class Winner	Michael Kennedy	Bradford, RI	1961 2 door
Class Winner	Daniel Whiddon	Conway, AR	1964 2 door
Class BB	1963-65 Light Modified Hardtop		
1st Place	Danny Goss	Rossville, GA	1964 Futura
Class Winner	Dennis Purtell	Lebanon, TN	1963 Sprint
Class Winner	Matthew Custer	Martinsburg, WV	1963 Sprint

Class Winner	William Tipton	Lufkin, TX	1963 Hardtop
Class Winner	Kenneth Washburn	Gurnee, IL	1964 Futura
Class Winner	Barbara Witt	Hammond, WI	1964 Futura
Class Winner	Jeff Clampitt	Granite Falls, NC	1965 Futura
Class Winner	David Kennard	Maryville, TN	1965 Futura

Class CC 1963-65 Light Modified Convertible

1st Place	Glen Graham	Livonia, MI	1963 Sprint
1st Place	Paul Leonetti	Ocean City, NJ	1964 Sprint
Class Winner	Bruce Wolfe	Grantville, PA	1963 Futura
Class Winner	John Sutherland	Wichita, KS	1963 Sprint
Class Winner	Bill Johnson	Hedgeville, WV	1963 Futura
Class Winner	Dan Brancolini	Avon, IN	1964 Sprint
Class Winner	Wayne Rollins	Greenbark, TN	1964 Futura
Class Winner	James Cole	Dawsonville, GA	1964 Futura
Class Winner	John VanPaepeghem	Westerville, OH	1965 Futura

Class DD 1960-70 Light Modified Utilities

1st Place	Stanley Porter	Coventry, RI	1960 Ranchero
Class Winner	Emory Standiford	Felton, PA	1964 Ranchero
Class Winner	Mark Meyer	Willow Street, PA	1964 2 door Station Wagon
Class Winner	Joe Wall	Goodlettsville, TN	1964 2 door Station Wagon
Class Winner	Cat Loupe	Prairieville, LA	1965 Ranchero
Class Winner	Paul N Randolph	Chattanooga, TN	1965 4 door Station Wagon

Class EE 1960-70 1/2 Modified Sedan

1st Place	Ralph Ward	Maineville, OH	1962 2 door
Class Winner	Ron Davis	Pilot, VA	1966 2 door

Class FF 1963-65 Modified Hardtop

1st Place	Dean Varnadore	Dover, FL	1963 Futura
Class Winner	Brett Parker	E. Longmeadow, MA	1963 Futura
Class Winner	Michael Potts	San Antonio, TX	1964 Futura
Class Winner	Philip Molski	Kensington, CT	1964 Sprint
Class Winner	Gordon Leslie	Southgate, MI	1964 Sprint

Class GG 1963-65 Modified Convertible

1st Place	Don Mosley	Gonzales, LA	1965 Futura
Class Winner	Drew Stahr	Richmond, VA	1963 Futura

Class HH 1960-70 Modified Utilities

1st Place	Donald Hess	Elizabethton, TN	1965 Sedan Delivery
Class Winner	Shaun Small	Semmes, AL	1963 2 door Station Wagon
Class Winner	Phil Warren	Springhill, KS	1966 Ranchero

Class JJ 1960-70 1/2 Pro/Comp

1st Place	Mike Dove	Social Circle, GA	1965 Hardtop
-----------	-----------	-------------------	--------------

Best of Show Stock

Robert Southard

Gloucester, VA

1964 Futura Convertible

Best of Show Modified

Mike Dove

Social Circle, GA

1965 Hardtop

Ladies' Choice

Mike Dove

Social Circle, GA

1965 Hardtop

Modified Masters

Mark Sword Jr

Cabot, AR

1965 Sprint

Don Campbell

Sorrento, LA

1962 Ranchero

Concours Masters

Mac McCray

Mechanisville, VA

1965 Sprint

Phillip Nelson

Newton, KS

1962 Squire Wagon

Roy E Sword Founder's Award

Patrick Duff

Indianola, IA

1963 Sprint Convertible

Oldest Falcon

Merl Hayn

Argos, IN

1960 Falcon Sedan

Longest Distance

Ron and Jan Brown

Ft. Lupton, CO

Over 1000 miles

Chapter Participation

Mid-America Chapter

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Le Bon Temps Chapter

Falcon Regional

APRIL
14TH - 15TH
2023

LOUISIANA

CONTACT INFO:
CARY LOUPE 225-445-4488
DUTT LEJEUNE 225-385-5268

ALL STAR
Ford LINCOLN

17741 AIRLINE HWY, PRAIRIEVILLE, LA 70769

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afutura@verizon.net

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FalconClub@aol.com

1961

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1962

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jnc21@outlook.com

1963

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479-981-4445

jim@modestojim.net
Vic Falcone
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vfalcon64@aol.com

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CONVERTIBLE

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404-427-8998
(no email)

HT & SEDAN

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1965

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scspringer65@gmail.com

1966

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Garry Leanhart
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C 832-830-5386
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Mid America Chapter Falcon Club of America

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Jim Ogram
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Keystone@FordFalcon.org.
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[https:// FordFalcon.org/](https://FordFalcon.org/)

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Benny's Rod & Custom Pizza Café
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Taj Dufour
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831-332-9699
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Roger Moore
5523 South Avon Street, Seattle, WA 98178
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rainierfalcons63@gmail.com
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RIVER CITY FALCONS

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futura@sbcglobal.net
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CLASSIFIEDS

FALCONS FOR SALE



1964 Villager, Comet wagon original 289 V8, automatic (no engine, no transmission). Has original doors, all fiberglass wood railings, all emblems/trim and interior parts. No title, \$1,900. 1965 Caliente, two-door Comet hardtop six-cylinder automatic (no engine, no transmission). Has nice rust free quarters, rust in floors. Title \$1,200. More projects 1963 Meteor, 1964 Comet. Carlos Vera, 720-281-0940 call/text or calicometcarlos@yahoo.com. CO. 221117

PARTS FOR SALE

Four 14", four-bolt wheels, \$50 ea or four/\$150. 14" five-bolt wheels, very good condition, \$250. Four 14" wire wheel hub caps, very good cond, \$200. Dagenham four-speed complete bellhousing w/ shifter and floor hump, '63 Comet, S22, \$450. 200 six-cycle engine, not running, date code C5, \$100. Stick Shift Brake & Clutch Pedals, hard wired and linkage for stick shift '63 Comet, S22-\$50. Four-speed steering column cover, \$150. Two sets steering boxes w/shaft, \$50 each. 289 motor heads set C5AE, \$200. Steering linkage and lots of other Falcon parts Curved glass for side windows for '62-'65 Falcon Station Wagon. Call or text Don Klee, 989-550-9271. MI. 221016

Parting out 1964 Falcon four-door and Ranchero, parting out '64/'65 Comet parts cars, hardtop, convertible, wagon. Carlos Vera, 720-281-0940 call/text calicometcarlos@yahoo.com. CO. 221117



Barn Find: Two old -time fiberglass hoods w/ scoops: One '64-65 Falcon/Ranchero hood w/a raised hood scoop molded in; found in the barn of a CO drag racer; used at Bandimere Speedway in the 80s-90s. One '64 Comet reverse bubble hood, also a barn find from Wyoming; has hood pin sockets, and bubble scoop molded into the hood, \$250 each, \$400 for both. Almost impossible to ship these items, so I highly suggest local pickup. Call or email Lenny at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 221012

1964-65 Parts as follows: 1) 1964 foot activated switch for windshield wiper and washer system. This is for a single speed wiper motor and include all parts and instruction diagram except tubing and hook up wiring, \$140 plus shipping. 2) New Insulation material for under headliner, carpeting and other insulation needs, \$15 plus shipping. 3) Used gas tank from 1964 Falcon two-door hardtop. Comes with POR gas tank restoration kit. Local pick up only, no shipping, \$25. Pictures upon request. Steve, cell phone at 562-773-6255 for texting and e-mail at SteveWT324@aol.com. CA. 221126

1968-70 Falcon parts for sale. Hood latch and brace \$25. Grille assembly and headlight bezels, \$100. '68 front bumper filler, \$20, '69 front bumper filler, \$20, Front bumper brackets, two sets, \$25 each. Cowl panel \$30. '68 left front fender \$75. '69 right front fender, \$100. Heater box assembly, \$50. Battery tray assembly, \$30. Six-cylinder engine to frame mounts, \$25. Six-cylinder throttle/C4 trans linkage, \$20. '68 302 stock distributor with Pertronix conversion and coil, \$60. 302 /C4 blockplate, \$15. Email me for details or pictures at pence.brian@gmail.com. 221016

1960-65 Falcon parts for sale: doors, windows, truck lids, fenders, chrome, taillights, hinges, heater parts, wheel covers, tailgates, real nice 1965 Mercury Caliente grille, Mercury Comet tailgate for station wagon or Ranchero with extra nice large chrome, hardtop windows. Willing to sell all of 30 year collection of parts. Bob, 806-683-1246 or 806-683-3550. TX. 221199

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999 1964 NOS headlight Assembly, \$300 pair. 1965 NOS Headlight Assembly \$300. pair. 1964 NOS Falcon back-up lamp kit, Pprt #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/ sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. NOS 1963-65 Falcon Sprint & Cobra California air cleaner w/ PVC Tube On The Top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/ Comet T-10 four-speed, \$695. 1963-64 Falcon/ Comet five-bolt bellhousing, \$150. 1965 Falcon/ Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, Top loader shifter box w/linkage, \$450. 1963-65 Falcon/ Comet four-speed Tunnel, black powder coated w/

top plate, \$399. 1963-64 Generator Bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/ Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat, w/ a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (reproduction) \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top Ring,(reproduction,) \$45. 1964-65 passenger side front fender, \$145. 1964-65 front/rear bumpers, \$165 each. 1964-65 Falcon/ Comet console, new reproduction top, all trim, \$899. 1964-65 Falcon front fender, passenger side, \$199. 1963 Falcon front fender, driver side, \$199. Tri Y headers, ceramic coated, 260/289/302, new, \$599. Hooker headers, Pro Comp, ceramic coated, 260/289/302, new, \$599. 1964-65 fiber glass front bumper new, \$225. NOS 14" spinner hub cap, \$150. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, More NOS, used and Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 221016

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Thanx for driving a Falcon! Call Steve, 360-430-0143. WA. 221118

1963 Sprint/Futura hardtop bucket seats: nice black upholstery, OEM style, nice driver quality, complete

except for seat tracks, \$1,295. for the pair; '61-63 consoles, eight to choose from, \$200-\$500 each, depending on condition. '60-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$295 for the set; '62-63 hood scoops good to excellent used condition, \$75-\$200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 Futura spears, nice also, \$395. 1963 "deluxe" fender spears, (not Futura) three sets, \$95-\$195 per set; '62-63 fender top ornaments, restored, \$75-\$100 per pair; two 1960-61 Comet dash clusters, nice chrome, original and complete: \$195 each; '63 Comet dash cluster, needs restored but complete, \$100; 1965 Falcon horn rings (three) driver to quality to near mint; \$75-\$175 each. 1963 Comet/Falcon convertible top bows + pump (no header bow) \$495; convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. '63-65 convertible bucket seats, need complete restoration, \$600. '60-65 pedal sets, complete w/ bracket and hardware, \$195. '60-65 V8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200. Eight-piece set; '63-65 V8 exhaust manifolds, no cracks, \$180 per pair; five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x5" and one set 14" x 4.5", \$70 each, a set of five for \$325; late model ('68-'70). Five-lug 14"x5" & 14"x 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" 1 set of four, \$280; four-bolt 13" wheels, \$25 each, set of five for \$110. '60-65 Falcon jacks, restorable, \$100/set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$50-\$150 each; '60-65 Falcon/Ranchero hoods over 25 to choose from, \$100-\$350 each. '60-65 Station Wagon tailgate cranks w/ keys in good used condition up to NOS, \$250-\$490. 1964-66 Wagon/ Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper change-over, a set of: motor, mount, wiper transmission, linkage, bezels, \$295. 1965 two-speed wiper conversion:

wiring harness, switch/bezel motor/bracket, tested and working \$295. '66-67 trunk lid, has a few dings, but solid \$150. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. dash cluster, great shape, \$100. We have a 35+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 220721

1962-63 Falcon/Ranchero front bumper \$25. 1960-63 Falcon/Ranchero rear bumper with brackets and license plate light, \$150. Two 13" X 4½" five-lug 4½" bolt circle wheel \$70. 1965 289 crankshaft, \$150; valve covers, \$60. NOS piston and wrist pin C5OE-6108-AF, \$15. 1967 289 distributor, cast number C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. NOS 302 piston and wrist pin C8OZ-6108-A, \$15. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket D0ZA-2882-C, \$100. 351C engine bracket D0OE-10145-A, \$75. 351C engine bracket D1AA-2A964-AA, \$125. 351C engine bracket D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up \$2,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ /SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220810

PARTS WANTED

Falcon 289 HiPo Exhaust Manifolds. Call Vic Falcone, 518-355-7756 Or vfalcon64@aol.com.

289 Hi Po San Jose built four-speed radiator, top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 6274 Rocky Grove, Cedar Hill, MO 63016 314-480-2556 or kslitteken@aol.com. 220810

MISCELLANEOUS WANTED

I am looking for a Ford Falcon promo dealer's model of a 1963 Ford Falcon Futura convertible in light blue, which was my daughters high school and college car in the 1980s. If you can help in my search, please contact me at Lonna@Heffingtonandassociates.com. 220924

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, September 10 is the deadline for the October issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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2023 FCA NATIONAL CONVENTION and MEET JULY 13 – 15, 2023**Doubletree by Hilton, 10100 College Blvd., Overland Park, Kansas 66320****To register online and pay with a credit card go to: www.falconclub.com/nationalmeet/****REGISTRANT INFORMATION:**

First and last name:		Guest first and last name:
Mailing Address:		City:
State and Zip Code:		First time attending? ☐ Yes ☐ No
Are you a member of FCA? ☐ Yes ☐ No If no, register as a non-member	If yes, provide FCA Number:	FCA Chapter:
Email:		Phone:

VEHICLE INFORMATION:

	Year:	Body Style:	Category (see below):	Class: (FCA By-laws section 5.6.4)
1.				
2.				

Categories: Stock, Daily Driver/Street Driven, Diamond in the Rough, Lite Modified, Modified, and Display, *** Concours Masters and *** Modified Masters***Non-voting categories subject to qualification.

Trailer Parking Requested: ☐ Yes ☐ No**REGISTER EARLY and SAVE!**

	Before June 20	After June 20	Qty	Total
Registration Fee – Non-Member No Vehicle	\$48.00*	\$53.00	_____	\$_____
Registration Fee – Non-Members with Vehicle	\$58.00*	\$63.00	_____	\$_____
Registration Fee – Member No Vehicle	\$18.00	\$23.00	_____	\$_____
Registration Fee – Member with First Vehicle	\$28.00	\$33.00	_____	\$_____
Additional Vehicles (each)	\$20.00	\$25.00	_____	\$_____
Swap space(s) (each)	\$25.00	\$30.00	_____	\$_____
T-Shirts (Men's Sizes Only)			_____	\$_____
Quantity and Size S_____M_____L_____XL_____	\$20.00		_____	\$_____
Quantity and Size 2X_____3X_____	\$22.00		_____	\$_____
Awards Banquet Ticket - Limited Availability after June 20	\$40.00		_____	\$_____
Please note any food allergies, vegetarian, gluten free: _____				
Lady's Tea – Limited to 50 attendees	\$30.00		_____	\$_____

***MEMBERSHIP REQUIRED TO PARTICIPATE – Non-member cost includes one year of membership dues.**

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Doubletree by Hilton Hotel; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the 2023 FCA National Meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my intentional or negligent acts arising out of or related to my participation or attendance at the 2023 FCA National Meet.

Signature _____ Printed Name _____ Date _____

Hotel Information: **Doubletree by Hilton**, 10100 College Blvd., Overland Park, Kansas 66210, 1-913-451-6100. Mention "The Falcon Club 2023" to get the rates of \$129 for a single/double room, plus taxes (currently 18.10 %) – cutoff date for this rate is 5:00 pm June 20th or book on-line at, <https://group.doubletree.com/e8dvss>. Send registration form with check payable to: **Mid America Chapter**, Attn: Colleen Ellis, 17860 168th St., Basehor, KS 66007. **Questions?** Contact Jim Guthrie, guthriejasr@gmail.com, 816-288-7469.

FALCON CLUB OF AMERICA

Regional Show

April 14th – 15th, 2023

Hosted by the **Le Bon Temps** Chapter
at All Star Ford, 17742 Airline Hwy, Prairieville, LA 70769

Registration Form

Name		Spouse/Guest	
Address		City	State Zip
Phone	Email	FCA#	Local Chapter
YEAR	MODEL	BODY STYLE	CATEGORY

Awards:

Stock, Modified, Lite Modified, Driver, Work in Progress, Oldest Falcon, Newest Falcon, Longest Distance, Ladies Choice

Please choose one of the following events:

☐ Poker Run

☐ Plantation/Plaquemine Locks tour (100mi round trip)

	PRIOR 3/14/2023	AFTER 3/14/2023	REMITTANCE
FIRST VEHICLE	\$35	\$40	\$ _____
ADDITIONAL VEHICLE	\$20	\$25	\$ _____
Event T-Shirt	S _____	L _____	XXL _____
S-XXL \$25 ea. XXXL \$30 ea.	M _____	XL _____	XXXL _____
			\$ _____
Make Checks Payable to : Anell Mosley		TOTAL	\$ _____

Mail registration and check to
Anell Mosley
FCA Bon Temps Chapter
2028 N. Linen Avenue
Gonzales, LA 70737

For additional information call:
Cary Loupe 225-445-4488
Dutt LeJeune 225-385-5268

Hotel Information: TownePlace Suites by Marriott, 2823 W. Outfitters Dr. Gonzales, LA 70737 | 225-450-3400
SpringHill Suites by Marriott, 2801 Cabela's Pkwy, Gonzales, LA 70737 | 225-921-3000
Mention "Bon Temps Falcon Club" for a group rate of \$119/nt King or \$129/nt double

Liability release must be signed to complete registration: It is understood the the Falcon Club of America and the Le Bon Temps Chapter, Falcon Club of America assume no responsibility for loss or damage of car or property during this event.

Signature _____

Date: _____